THE FRIGHTFUL RAILROAD CALAMITY.

Additional Details from the Melancholy Scene at Norwalk.

The Sad Incidents of the Disaster, &c., &c., &c.

We delayed the putting of our paper to press until the atest pessible moment yesterday morning, and yet our sporters were unable to write out a detailed account of afflicting scenes and soul-harrowing spectacle railread hecatoms. When they self-independent on the drawbridge was re-placed in its original position, and the side had retired. But, alas! how changed was the aspect sof the place from its usual pastoral appearance! For miles around the country looked desolate, and no living soul was seen moving about. Nearing the Norwalk station wards one point. They were going to the drawbrid generous sympathy, manly exertion, female tenderness and true matiemal hospitality, that ever was presented

ouse, which is situated a few hundred yards upon thi ide of the railroad curve leading to the river. The place ras literally besieged with people who had arrived from New Was literally besiegedwith people who had arrived from New York, New Haven, and other places, in search of friends or near relatives. At that time no person could be admitted; as the jury were viewing the dead bedies, and the agony of the crowd was dreadful. Personal grief set side every other consideration. A gentleman upon the uter edge of the wedged mass, would cry, "Let me in o find out if my dear brother is dead." Another would ay, "I cannot endure it; "I must get in and know f my friend is there." A man, stupid with grief, would

ngst the New Yorkers a very general feeling was ed to know the fate of Mr. Jonathan Trotter. One han was perfectly pale with the intensity of his hers, we rejoiced to hear, in a short time, from askenboss, of the safety of his friend, Mr. Trotter. this time the officials in charge of the door per and torn dresses, whilst the air was filled with shricks, announcing the recognition of a departed father, brother, mether, sister, or child. The bodies were not much dishas angular position at which the bodies touched the pars after being projected in the one fatal direction by the sheek. The majority seemed to have died from slow frowning, and their countenances presented the true in-dex of their feelings at the moment of the swind passent from the steernity. The chief of the scalpter has sover caught the real delineation of lineaument and Expression which could be there seen upon the faces of the lifeless human monuments of the New Haven railroad tragedy. One man lay with his lips alightly apart, his half literally erect, his eyes staring, his hands extended, as if in aversion of danger, and his retracted muscles showing his feeting of dread at being forced into the trible guilf. Although stiff and cold as he lay them.

his back, an observer would imagine that he was still from the contemplation of the horrible catas sch, of Richmend, Me., you would see clearly the ex-sed conviction of inevitable death, and the calm, as if he had endeavored to tear off his gloves, in order to attempt to free himself, but had not time to accomplish the act before he died. A beautiful shild lay near to him, looking as if the cherub had returned to earth, after the catastrophe and laid down to sleep. Hopeless horror was pourtrayed upon the coun-

The faces were unusually pale, even for the color of the departed. This was in some measure owing to the stop-page of the heart's action by the tremendous nervous first idea of their fate. Some who had struggled violently when cooped in the water, had their faces covered with foam, belched forth "in the strong swimmer's

as if rejoicing at the temporary triumph of the material over the immaterial life.

Norwalk, with ropes and axes, engaged in an endeavor to get out the smoking car, and any other part of the wreck ich they could. Women were there consoling and ministering to the afflicted and inviting the wounded to their houses. The medical men of the place—Drs. Fitch, Barker and others—were there affording aid to the sufferers. Mr Warner, of the Plainfield County Bank, was indefatigable in giving information, arranging for the inquest, and aidrived at such a late hour, as prevented us giving the interesting statement of Mr. Hicks, which we now give. Some of the escapes were providential in the extrer and some of the deaths happened under circumstance

auguring a personal fatality. For instance-Major Eserett Candoe, of New Have and his lady, did not leave the Union Place Hotel in the for the one at half-past eleven, to which change of hou

they probably owe their lives. Mr. Peck, of Burlington second car, and with one other beside the conductor. Two gentlemen were sitting about midway of the

third car, when, without any warning, they, together with the seat upon which they were sitting, pitched headlong into the river; fortunately they both escaped with only slight bruises. A clergyman and his wife had just changed seats with

Mr. Colbath, ship carpenter. Mr. C. was killed, and the

from Richmond, Me., was, together with his brother, in company with his employer, Mr. Ring, and his wife in the second car. His brother was instantly killed. Colthe second car. His brother was instantly killed. Col-burn broke out of one of the windows, and helped Mrs. Rirg out, and then got out himself; in the fall he had his right shoulder broken. Mr. Riog also escaped. Several of the friends of Dr. Pierson, of Salem, (Mass.,)

staying in the Union Place Hotel with him, urged him to remain and take the boat for safety, but and was killed. Miss Susan Pomeroy, who was killed, was the sister-not the wife-of Mr. George W. Pomeroy, and was placed in the charge of Mr. Flint Speer by Mr. Pomeroy, together with Master Parker, the son of the Rev. Mr. Parker, of Staten Island. Mr. Speer was seated beside Mr. Jonathan Trot-ber and Mr. James Bishop at the time of the accident. lurch over; and his first idea was to look out who he raw the light. By a tremendous effort he forced his arm through a window, and succeeded in opening the door. He then assisted Mr. Trotter out in a bruise: state, and saved Master Pomeroy. Returning again to

city, proceeded yesterday morning, at an early hour, to Norwalk, to render voluntary aid to the sufferers. Our

has not subsided.

Dz. A. L. Pinzson, of Salem, Mass., who was amongst
the killed by the accident on the New Haven Railroad, on
Friday, was a gentlemen of distinction in his profession.

He was formerly one of the editors of a medical journal. DR. JOHLAN BARTLETT, of Concord, Mass., another of the killed, was very highly esteemed in the community in which he lived, both as a physician and as a citizen. He which he lived, but as a physician and as a cluster. In-had but recently recovered from a serious accident— breaking of a leg—that happened to him while in the per-formance of his duty. He had visited the metropolis to attend the Medical Convention, and was on his return home, when his useful career was cut short by this terri-

us yeaterday morning, that the lady of Dr. Grisswold escaped with comparatively little injury. His daughter, who was immersed in the water, and taken out apparently unconscious, was restored yesterday morning Animation only returned after four hours of indefatigable exertion of a professional gentleman from New Canaan Connecticut, who attended her.

Mr. Hicks' Statement.

Mr. Thomas Hicks, the artist, was in the first car, with Miss King, of this city. They occupied a seat within four of the rear end of the car, on the right hand side, facing the engine. Mr. Hicks describes the scene as follows:—The cars were seemingly going at the usual rate, when, without warning or intimation of any kind, he beheld the front part of the car rushing toward him in fragments, the passengers being tossed in the air like chaff, dashed up against the top of the car, and thrown ed by a choking atmosphere, in the midst of a shapeless mass of ruins, dead bodies on every hand, and the darkened car rapidly filling with water. He began feel-ing among the wreck and under the water for his companion, but she was nowhere to be found. He con-tinued the search till the water had risen to his chin, a when, despairing of her recovery, he looked about for a mode of escape. Just behind him, at the corner of the car, he beheld an aperture, through which he crawled out upon the top. Here he lingered, with a view to renew the search for his companion, when he was accosted by some one, who asked him for whom he was looking. He described the lady's dress, when his interlocutor informed him, to his inexpressible astonishment and gratification, tained afterwards that the front of the car was stove into atoms by the concussion, and that the top of it was split open laterally on the side where he sat, and this occasioned that side of the roof to fall. It also appeared that during the instantaneous precess of splitting open the top of the car and the fall of the ceiling, Miss King, without any knowledge or agency of her own, had been projected through the crevice upon the top of the car.

And here, without even having been wet, but with a severe wound in the face, she found herself, with another car precipitated upon it, which passed her and tumbled

two baggage cars, at 8 o'clock, and took on a passenger car at Twenty-seventh street; on our arrival at Stamford, to wood and water, we were in time; I looked out of the

was all right, and saw the white flags flying, which were exhibited to inform the engineers that the switches were properly placed; I their closed my doors and sat down: and it was not five minutes afterwards when I heard the engineer's whistle to put on the brakes; I immediately looked out of the door, and saw that the drawbrid was open, and at the same time saw Mr. Tucker, the engine or, from the engine to the ground; I could out, and immediately braced myself to receive the shock; the engine, the tender, and part of the car in which I was, were precipitated into the water, my car striking the abutment of the bridge, and one end of it lodged there; the other baggage car following, went through my car about half way, and the other two passenger cars press ing behind threw them and the baggage car off to the left; at the first shock I was stunned, and being thrown against the trunks my face was cut. As soon as I recovered, I crawled out through the top o the car and got on to the drawbridge, and immediately procured boats to get the passengers out of the wreck We had to use axes to chop holes in the cars, in order to extricate the passengers. We worked for about four bours, when we got matters into shape. About 3 o'clock the trains passed as usual over the road. The two last cars were saved in consequence of the brakes being put on at the moment it was known that the drawbridge was open. I cannot say whether the signal was up or down for I had no time to look. As soon as I got out on the bridge, I asked the crawbridge man if the signal was up— he said "No—it was down fifteen minutes before the train arrived." The steamboat Pacific had just passed through. Mr. Tucker told me that he can swear that the red ball was up. I wish to contradict the report which has appeared in some of the newspapers, stating that Mr Comstock told the engineer (Tucker) " to drive through like hell." This could not have been so, for M

Statement of Dr. Gurdon W. Russell, of this City.

Comstock was in conversation with me at Stamford-th

place at which it was alleged such remark had been.

Having been in the cars at the time of the late s affair at Norwalk, I give you the following particulars The first thing that I noticed was a waving and jerking o the cars, not very severe, but enough to show that an accident of some kind had accurred. It was so different, how ever, from what I had supposed to be the case when the cars are off from the track, that I thought that they would con be stopped, and that we were safe. This was but for a moment, for the breaking of the glass and of the cashowed that something terrible had already happened of was about to happen, for at this time I supposed that th one we occupied was the only car injured. There came one we occupied was the only car injured. There cannot then a shaking and a crash and a stop, and in a momen the work was done. The front of the car and part of the side were broken out, and the floor had broken off just if front of me, one can dresting on the bridge and the other on the cars in the water below. So sudden and rapid was the whole affair that he had but time for a moment thought, and it was over. Helping up those on the in clined floor of the car, who it is believed were not serious to instead we next went down to those in the water.

inmates at the windows, and soon get out a argumenter, some uninjured, some bruised, and many, ah, far too many dead.

Assisting here till my services seemed to be needed elsewhere I left to aid in resuscitating those brought on shore. This was effected as far as I can learn, in but one person, and excepting in those got out safely, the rest were dead. There were apparently not killed in the majority of instances by bruises or severe blows. but presented all the symptoms of asphyxia from dro ruling, and were probably drowned at once, being confined and pressed by the broken cars. Oh, what a melancholy scene was that! Certainly forty, perhaps fifty, persons killed in an instant, without a moment's warning, in the full confidence of security! This has probably been more than equalled before in the number of its mangled, sgonized, half living bodies, for here death searcely touched his victim but to secure him; but the shrieks of the terrified women and children, the supplications of those in the water below for succour, added to the horror that shot through us as we glanced at the work of destruction, formed a scene and excited emotions which can never be forgotten.

The exclamations of thankfulness to God for my kind preservation, was followed by thoughts of manarrow escape which were pressed home upon me still more closely when I recognized lying among the dead him for whom I had given up my seat in New York, and had taken the succeeding car; he who had travelled from Georgis if safety so far, with the seeds of disease so implanted it

them. The property of this, word was brought me the Dr. Weich was among the dead. This I could escreely credit, as I had not seen him in "he cars at starting; and as we had been much together in h." Work, I thought I should have noticed him had he been "seent; nor had I seen him amongst the dead, and so I c. Weluded that he remained behind until afternoon. But he wa's dead—that was evident at the first glance, and though I did not refrain from my efforts at resuscitation. I could "New but the faintest hopes of success, for medical men have to be true, what is contrary to the general impression, that but a few minutes of complete submoration in water is sufficient to produce death. When I last as whim the evening before, in that happy festive gethering, so full of animation, little did he, or I, or any one, suspect such an unhappy termination of that happy soene. How deeply do I, as must the whole community, syspathise with that unhappy family in this sudden afficient of cause or such terms as this, nor will I take it upon me at this time to use a much harsher expression, but as mear as I know of myself, and can learn from others, will state the occurrence. As I have said before, I knew of mothing unusual until the waving, uneasy motion of the cars; there was no apparent slackening of the speed, nor as I remember, anything leading to the inference that we were near a draw; this was the express train, and had left New York at eight o'clock in the morning; turning a sudden curve, where it was, it is said impossible to have stopped it; if was in a mosent plunged through the open draw into the water and mud below; first the locomotive and tender, then the baggage car, in which were inventionally to the water and mud below; first the locomotive in passing, struck, it is said, or nearly struck the opposite pier. The engineer jumped off just before the plunge, and it is reported in som tunch injured. The draw was open for the purpose of hunting; this the dots were the bridge to the water to be as much as fitteen or eac

THE LATEST FROM THE SCENE OF DISASTER—ANOTHER BODY RECOVERED, ETC.
NORWALK, MAY 7—8 P. M.

ed are doing well; most of them will leave on Monday; the inquest adjourned to Monday, without making a report.

gate. The whole matter will be thorougholy sifted. At] six o'clock fifteen bodies remained at the station house. The following have been recognized this after

Mr. Dwight, of Clinton street, Brooklyn. B. F. Larier of Dundee, Canada West. Dr. Josiah Bartlett's remains have been taken home

Ann Lang, of Boston.

Among those not recognized are three females and two children, one about four years old, the other six months The others who are recognized have been taken away by The wreck is being cleared out, and is thrown up

shore. The locomotive is embedded in the mud and wa-ter, below the surface at low tide. The bridge was not injured.

HALF PAST TEN O'CLOCK, P. M .- Another dead body is

reported to have been recovered—supposed to be mother of the two children above spoken of. The speed of the train was such that the local eaped the draw, sixty feet wide, and struck the oppos as to move the whole slightly, making it necessary to out off two inches from one end of the rails before the draw

could close, otherwise there was no injury to the bridge. ARRIVAL OF THE BODIES OF DOCTORS SMITH AND

GRAY AT SPRINGFIELD—INTENSE EXCITEMENT.
SPRINGFIELD, Mass. May 7, 1853. The bodies of Dr. J. M. Smith and Dr. J. H. on the express train from New York, which did not ar most intense excitement throughout the city, and the immense depot of the Western Railroad was crowded with dies were taken to the Massasoit House, prior to be ing conveyed to their respective dwellings, fearing that they might be too much disfigured to be seen by their heart-broken families. Groups of persons may be seen in all parts of the city, relating incidents connected with

ACTION IN THE CONNECTICUT LEGISLATURE RELATIVE TO THE CALAMITY.

HARTPORD, May 7, 1855.

In the Legislature this morning, a committee, consisting of members of both houses, was appointed to visit mmediately the scene of the late railroad disaster, and ascertain and report all the facts connected therewith that railroad companies shall pay the sum of to the relatives of each person killed through careless ness or negligence on the part of the companies or thos

A PHILADELPHIA PASSENGER SAPE. PHILADELPHIA May 7, 1858 Mr. Enoch Clapp, of this city, who was en train yesterday, has reached Boston in safety.

NEW YORK, May 7, 1853.

TO THE EDITOR OF THE NEW YORK HERALD.

stable door after the horse is stolen." But the stable may be used again. I scarce know how to express my grief at this—another very, very dreadful accident on our rail-ways—resulting so disastrously. This is the second nar-row and lucky escape I have had within two weeks, and the third within a year. Coming from New Orleans last year, I met a friend at Memphis. I was on board the Glencoe steamer. He requested me to accompany bim in the Aleck Scott. I changed boats; and two hours after-wards the Glencoe was destroyed, and a large portion of the pessengers killed. I was passenger in the train that left Ia Salle; and coming east, via Chicago, our train was late, and the express from Chicago had left the city to meet ours and take up the eastern passengers. On it meet ours and take up the eastern passengers. On its' srrival, not feeling very well, I determined to wait till the next morning, and thus proceeded to Chicago. Ten minutes afterwards the express train ran into another, the awful result of which you already know. Mrs. G. V. Brooke and wife were also in the train, and, changing their minds, escaped. I left Chicago on Monday last, and my fullest desire and intentions were to reach New Fork on Thursday, so as to take the megning train from

New York for Bosto. Luckily, I was detained in Philadel-phia another half day, and thus I escaped being in the train yesterday morning. 1 need hardly say I am thankful.

But now, it becomes all of as opti our shoulders to the wheel, and see what can be done to prevent these repeated and dire disgraceful results of careleaness, created—God forbid I should be thought. To say by design—but certainly, in the most part, through ignorance and inexperience.

There does not exist another man, that over I fa. to or heard of, who has travelled more over this globe the myself, and, from observation, I have carrelly watched different mountains, and I feel conselled of conveyance in different mountains, and I feel conselled of conveyance in different mountains, and I feel conselled of conveyance in different mountains, and a feel conselled of conveyance in the construction thereof. It is a glaring fact, that is a large number of those smolloyed on the reads, and the actual moving part of the silar, (which to travellers is the great part and the focus of the undertaking,) are men totally unfit, either in point of education, conception or tired stability, and sufficient knowledge of their takes or profession.

It is not sufficient for me, to venture agon a railroad or stamboat, to risk my life, and new to know, that life is entrusted to the cars of a man or man, who seem to think that all that is required to be done is to turn the handle of a piece of machinory and latt it go—that there until that the stability of the stabili

Talk on 'Change.

In yours of Saturday, under the band of 'Talk on 'Change.' you state that within a year or two the whole passenger train bound from Now York to Philadelphia came very near very precipitated into the Hackenssor river, but for the disconnection of the first car, and the locemotive plunged into the river. This is possible to the work of the past of the locemotive plunged into the river. This is possible the river that is years, and have had no such accident for the past of the years, and have had over 160,000 people passon and re passed over the road without accident. Please correct the same on account of New Jersey Re Froad. Yours truly.

J. W. WOODRUFF, Assistant Superintendent.

MAY MORNINGS AT THE TOMBS. Before Justice Osborn.

A curious gathering of human beings is very frequently arrested during the previous night by the policemen of the different districts. On some occasions the court the different districts. On some occasions the court roem presents a scene of wretchedness revolting te look upon—men and women picked from the streets by the police, dragged to a station house, and there kept until morning, when the law compels the captain of each district to send the prisoner before the sitting magistrate, to be disposed of as the Justice deems proper.

How frequently do the police have the opportunity of

to be disposed of as the Justice deems proper.

How frequently do the police have the opportunity of witnessing the sad effects of the spreeing propensity existing among the young men of this city, who visit the various barrooms about town, where a certain class of old topers are always to be found eager to be asked to the bar and partake of refreshment. The young clerk, student, or wheever he may te, does what is considered "the polite," and, becoming elated by the stimulating drinks, is ready at any mement to exhibit his puglistic inclinations on any person who may dare to interfere with his imagined rights, when the policeman comes along and away goes the young amateur to the lock-up, and perchance on the way thither receives a tap on the head from the policeman's club by the way of enforcing obedience to the law. At the station house he is thrust into a cell there to remain "till day light does appear," a sociated, in all probability, with some house-breaker, or pickpocket during that period. In the morning the urisoners are paraded through the streets on their way to the court, and there you behold the respectable young clerk under the guard of policemen, side by side of thieves and vagabonds, their clothing bespattered with lime wash gathered from the cell, exhibiting the sad and melanchely effects of intemperance, as they pass along on their transit to the bar of justice.

On Monday morning, the 2d of May, the Police Court was liberally provided with prisoners, a large number were for intoxication, the effects of fatigue brought on by the last of May moving. A comical looking German, of small statue, was brought up, designated by policeman McLaughlin as a Dutch dummy, when the officer said he found lying drunk in Orange street, and on his person was found \$12 and a watch. The prisoner endeavored to make the magistrate understand by comical gesticulations, utterting a sound trough his nose more like the growling of a bear than the human poice. The Justice wrote on a piece of paper, for Genman, "Found drun

ward excitement.

Fatrick Lombard and John Lennan, charged by the policeman with being drank and disorderly, were fined \$3 sech, which amount their friends paid, and they were

Nelly Kelly was next presented, by officer Carland, for

each, which amount their friends paid, and they were let go.

Nelly Kelly was next presented, by officer Carland, for being drunk and disorderly. Nelly understood the ropes, being an old customer for police favors. She appealed to the magistrate by name—"Oh! Judge O-bora, don't seed me up so soon, again; I only came off the island on Saturday last."

Magistrate—Have you not got over your spree yet? Perhaps, officer we had better try her a little longer, and if she böthers you again bring her in; they must all have a spree on just coming off the island.

Officer—Well Judge, if you say so, I'm willing.

Magistrate—Nelly, you can go.

Nelly (springing on the railing in front of the bench, exclaiming with a laugh)—Ah, God Almighty bless you, Judge Osborn; you say a good judge, and God knows you are. Here the attered some exclamation in Irish, which set some of the policemen in laughter who understood the meaning.

Kate Armstrong, a funny looking, small sized Irishwoman, who was fined for being drunk, was committed for four days in default.

Kate Duke and Sarah Jane Adams, on the complaint of Captain Carpenter, were fined \$3 each for drunksnness and disorderly conduct at No. 22 West Broadway. They received the sentence like lambs, and were, in dafault, taken to prison.

John Parrow, better known to the poice as "Reddy," a red haired young man of netorious bad character, was, on the sidewalk, thereby injuring a person who was near at the time. As no witness appeared, and the policeman knew where to find the prisoners, the Justice allowed them to go.

Michael Doran and Patrick Agnew, were charged with driving a horse and wagon along Broadway on Sunday ovening. The horse fell and the wagon was thrown on the sidewalk, thereby injuring a person who was near at the time. As no witness appeared, and the policeman knew where to find the prisoners, the Justice allowed them to go.

Michael Casey, rather a loaferial looking joung man, was charged with being a vagrant. The policeman said:—

"Judge, this man is a regular built v

built vagrant; by that I thought you knew him to be so. You had better wait, before we can send him up as a vagrant, until you know more about him. Casey you are discharged.

A policeman charged Abraham Sims with being drunk and disorderly, and daring him to arrest him. The Court fixed Mr. Sims \$2 and in default of payment sent him to the tombs for five days. The policeman, on taking the prisoner from the court, significantly remarked to Mr. Sims, "You was going to break me, wan't you'—come along down stairs."

John Mealear was charged with being drunk and disorder y in a rum shop by the South ferry, and abusing the officer. "Ne Court fined the prisoner \$2—paid and discharged.

TURNAT MORRING.

Filza Guy, un, arrested by officer Dowd for having in her possession a tetrm of a frock, two new shawls and a pair of alippers, supposed to be stolen. The Court ordered the property to be retained, and the prisoner discharged. An owner, is wanted for the property. John Anderson, a "enteel looking young man, arrested in the Broadway theat: " for disarderly conduct. At the interposition of Mr. Lin, tey, the magistrate discharged him.

and that he would not be drunk again until next May Day. The magistrate, on that promise, discharged him from custody.

William Eagan was charged with being drunk the previous night. The prisoner declared that he was no more drunk than the efficer was; "but," asid he, "if the officer awas; to it, and the magistrate fined him \$2.

William and George Patterson, apparently Scotchmen, were arrested by efficer Langdon, of the Fourth ward; charged with being under the influence of liquor the night previous, in Frankfort street, and interfering with the officer while in the discharge of his duty in conveying a dead man to the station house. The Court fined the prisoners two dollars each.

Mrs Wright acknowledged to taking a little drop of beer to cheer her spirite during the fatiguing operation of moving. The excuse was accepted, and the Justice allowed her to go.

John Lee, alias Williams, was next called by the magistrate. The police officer stated that he arrested Lee at the Irving House, at the sequent of the proprietors; he was acting very strangely, and on searching his person a skeleton key was found. Mr. Lee then addressed the Court in rather a flighty manner, and stated that he was not a thief, but a clerk to Dr. Renney, at the Lunatic Arylum. Said the prisoner—Judge Osborn, I came down from the island yesterday, and acknowledge that I got a little high, and that's all about it. As for that key, it belongs to the office door at the asylum. We have plenty of lunatics, 550 odd, (laughing.)

Judge—You are discharged, no witness appearing against you.

Priconer—Thank you, Judge Osborn—good morning. And off he went, laughing, out of the court.

A number of others were summarily disposed of by the Court, and the Justice took a recess for breakfast.

of the private boxes, testified that the complainants blocked up the passage, talking loud, and that the woman removed peremptorily refused to leave; that she seized bold of the stairway, and some little force was required to move her. Witness said that Philbrick used no harshto move her. Witness said that Philbrick used no harsh-ness in electing her. At six o'clock the further examination of the case was

BRILLIANT METEOR AT WASHINGTON.—On Saturday, about ten minutes past 19 P. M. one of the most billient meteors passed over Washington City which the editor of the Intelligencer ever saw; indeed its light was intense, and it was apparently so near that its sudden flight startled more than one pedestrian. Originating near Arcterus, it passed just west of Benetanseh, (Ursa Majer.) and disappared at the same elevation above the horizon, but about ten degrees west of the Pole star. The light was quite equal to that of the brightest rockets, il luminating almost every object as vividly, and seemingly it was at no greater elevation above the city. Its path sax marked by a ruddy train of several seconds' dura tien through the whole trajet; and what was pecul arily remarkable, the portion of the train between Arciarus and Benetnasch, after the rest had disappeared, gradually curved from the latter star toward the zenith, until it fomed a right angle with its angle to the eastward. This remained visible for several minutes. There was no explesion, nor any audible noise during its flight.

Young Amenica — In the St. Louis Intelligencer

Young America.—In the St. Louis Intelligencer of April 28 we find the following story:—A young gentle man named Alexander Langley, aged seven years, an excellent illustration of the rising generation of America, was found vasidering on the levee, yesterday afternoon, by a member of the police. On being asked who be was, he replied with great nonchalance that he lived in Springfield, Illinois, with his sixter, and, having a desire to see St. Louis, left about seven o'clock yesterday morning by the cars—arrived at Alton, took the downward packet, and arrived in St. Louis, and was much pleased with the place; in fact, if he hadn't forgotten to bring his beots and stockings, he would have no objections to living here permanently. A gentleman took him to his house and provided for him for the night, and will send him home this morning.

NEWS BY TELEGRAPH.

Another Ra 'Irond Accident.

CAR SMASHED—MANY PERSO NS INJURED, BUT NOME EILLED.

Bosros, May 7, 1868.

This afternoon, at half past 4 o'clock, as the New Bed. ford and Taunton train was near Taunton, Mass., the axietree of the tender broke, and, with the baggage and passenger car, containing twenty-five passengers, was precipitated down an embankment thirty feet. As eye witness says it was a miracle that all within were not hilled But two persons were seriously, though not fa-tally injured, while fifteen received slight bruises. The cars were broken to pieces.

Interesting from Washington.

FOREIGN MISSIONS—NEW YORK POST OFFICES SECRETARY DAVIS—WESTERN MILITARY AS LUM, ETC.

Washington, may 1, 1000.

The Cabinet had only a brief informal meeting to-day.

The foreign and lecal appointments were under discussion—those from New York causing more hesitation than

son Gardiner, of Rochester, and Judgee Jewett and Solden, are working for Simon Jewett, of Clarkson, a beother of citizens have expressed a desire that the appointment be

Issac V. Vandezpool, of Buffalo, Mr. Folsom being about to be removed, on account of his "Native Americanisms." Four more clerks were removed from the Third And tor's office, to-day, viz:—Joseph Kerahmer, of New York D. N. Burr, of the District. of Columbia; George C. Kerr, of Va., and Lewis McGee, of Alabama. The rec

als in this office, include several-democrats.

The Union aumounces that Harrodsburg Springs have In the Gardner case to day, Mr. Partridge was recalled and examined with regard to the copies of the mining title obtained at the office of the Alcalde at Saguinillas, also respecting a map of the State of Queretaro. Portions of his testimony were objected to, and the day was mostly

From Philadelphia.

ARBIVAL OF THE CITY OF GLASGOW—FROM PERNAN

PHILADELPHIA, May 7, 1863. The steamship City of Glasgow, from Liverpool, on the 20th ultimo, passed Lewes last night, and will reach her dock here about 11 o'clock this morning.

By the bark Emily Banning we have Pernambuce dates to the 3d of April. She reports that the fever had sub-ided in that port, and the province was generally

healthy.

The cargo of slaves recently landed and sent into the interior, had all been recaptured and taken under the protection of the government.

Business was opening with much activity The Cherokes at New Orleans.

New ORLEANS, May 6, 1863.

The steamship Cherokee has arrived at this port, with
Hava'an dates to the 3d inst. The news is quite unim-

out the rest out a saver shop, in Howard a street, include phone, the like threet took the halide from a house at the West End; used us threat in small and the same and the s

N. York, April 27th, '53. I can't say good —,"

LAST MOMENTS OF THE VICE PRESIDENT.—The Southern Republic has received from Mr. F. K. Back—a kite-man of the Vice President—a brief account of the last moments of Mr. King. It says:—"He was quiet, and resigned to the fate which he had seen for some time awaited him. Shortly before six o'clock on Monday evening, while a few friends were sitting around his bed side—the only ones he would allow in his side reom—he suddenly remarked that he was dying. The watchers arose to their feet, under some excitement, when the Colonal said—'Ee still—make no noise—let me die quietly.' He refused to have the helance of his household notified of his dying condition. His physician came in and examined him. The Colonel said to him—'Doctor, I am dying. It seems as though I shall never get through with it. I san dring very hard. Take the pillows from under my head, but afforcing no relief, the doct r turned him from his back on his side, when he died in a moment."

MRS. HOWARD.—The name of Mrs. Howard has of late been conspicuously associated with that of the present Emperor of France, and rumor has generally polated to the city of Baltimore as her native place. The Baltimore Son says that they have been called upon by a member of the family, who gives to the whole story an unqualified contradiction. He assures that paper that the Mrs. Howard recently discarded by Louis Napoleon, is an English woman, the daughter of a London merchant, at do merly an actress. The Mrs. Howard with whom it is alleged pupile rumor has confounded her, we are informed has been dead four years; that she died in Paris, and was attended in her last sickness by her mother, by several of the friends of her family who were then in Faris, and by a priest, formerly of Baltimore, well known and highly esteemed here; and, turther, that her remains were sent to this country, and now repose in Greenmount Cemetery.

POWDER MILL EXPLOSION.—We learn from the Rockland (Me.) Adverticer that the powder mills of Mesers. Swett & Davis, in Camden exploded on the 2s inst., destroying the cylinder and corning mills with about two hundred kegs of powder. No lives were lest The damage is estimated at about \$2,500. The community was so great as to shake buildings, break glass, and open doors in Camden, about one mile distant. Also to set tinguish four of the lights at Negre Island lighthouse distant about two miles.